

11/12/58
Aer-21/70

19 NOV 1958

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAVINST 3750.6C

FOURTH ENDORSEMENT on VF-121 AAR ser 6-58 concerning TV-2 BUNO 136834
accident occurring 22 September 1958, pilot GONZALEZ

From: Chief, Bureau of Aeronautics
To: Chief of Naval Operations
Via: Commander, U. S. Naval Aviation Safety Center
Subj: VF-121 AAR ser 6-58

1. Forwarded, [REDACTED]

(b) (5)

[REDACTED]
(b) (6)

By direction

10

VP-1/A25

Serial:

80/ 12725

13 NOV 1958

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 65, OPNAVINST 3750.6C

THIRD ENDORSEMENT on VP-121 AAR ser 6-58 concerning TV-2 BUNO 136834
accident occurring 22 September 1958, pilot GONZALEZ

From: Commander Naval Air Force, Pacific Fleet

To: Chief of Naval Operations (OP-57)

Via: (1) Chief, Bureau of Aeronautics (MA-61)

(2) Commander, U. S. Naval Aviation Safety Center

Subj: VP-121 AAR ser 6-58

Ref: (a) OPNAVINST 3750.6C

1. Forwarded.

(b) (5)

(b) (6)

By direction

Copy to:

BUORD (MA-5)

NAVAVSOPCEN (2) (Airmail)

CINCPACFLT

DIRFAIRSANDBORO

OIC, HPU, EL CENTRO

COMCARAIRGRU-12

CO, VP-121

BAR, BURBANK

BAR, COLUMBUS

62

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARA 65, OPNAV INSTRUCTION 3750.6C

FF12/COMNAV-12

A25

Ser: 71/

500

27 OCT 1958

SECOND ENDORSEMENT on WF-121 AAR Serial 6-58 concerning TV-2, BuNo
136834, accident occurring 22 September 1958, Pilot GONZALEZ

From: Commander, Carrier Air Group TWENTY
To: Chief of Naval Operations
Via: (1) Commander Naval Air Force, U. S. Pacific Fleet
(2) Chief, Bureau of Aeronautics
(3) Commander, U. S. Naval Aviation Safety Center

Subj: WF-121 AAR 6-58

1. Forwarded,

(b) (5)

R. H. Dale

R. H. DALE

Copy to:
COMNAV-12, Direct
BUAER, Direct
NAVAVSAPCOM (2) Airmail Direct
BAR BURBANK
BAR COLUMBUS (Direct) for ALLISON INDIANAPOLIS
NFB El Centro, California
BUORD (Me-5)
NAVF F1A 3AF, Liaison Officer, Directorate of FltSaf
Research, Norton AFB, Direct
CO, WF-121

03

FIGHTER SQUADRON ONE TWENTY ONE

U.S. NAVAL AIR STATION
MIRAMAR 45, CALIFORNIA

VF121/RJR:rh
A25

Serial 903
10 October 1958

ORIGINAL

FIRST ENDORSEMENT on VF-121 AAR Serial 6-58 concerning TV-2, BuNo. 136834
accident occurring 22 September 1958, Pilot GONZALEZ

From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Carrier Air Group TWELVE
(2) Commander Naval Air Force, U.S. Pacific Fleet
(3) Chief, Bureau of Aeronautics
(4) Director, U.S. Naval Aviation Safety Center

Subj: VF-121 AAR 6-58

1. Forwarded,

(b) (5)

Copy to:

CAG-12

COMNAVAFRAC, Direct

CINCPACFLT, Direct

BURER, Direct

NAVAVNSAFCE (2) Airmail Direct

BAR BUREAU

BAR COLUMBUS (Direct) For ALLISON INDIANAPOLIS

NPU El Centro, Calif.

BUCHD (M-5)

NAVY FLI SAF Liaison Officer, Directorate of FltSaf
Research, Norton AFB, Direct

ORIGINAL

FIGHTER SQUADRON ONE HUNDRED TWENTY ONE
U.S. NAVAL AIR STATION
MIRAMAR 45, CALIFORNIA

VF121AJDR
A25
Sort 1111
DEC 3 1958

From: Commanding Officer, Fighter Squadron One Hundred Twenty One
To: Commander, Carrier Air Group TWELVE

Subj: VF 121 AAR 6-58.

Ref: (a) Second Endorsement on VF 121 AAR 6-58 dated 27 October 1958
by Commander, Carrier Air Group TWELVE

(b) (5)



CERTIFIED TO BE A TRUE COPY

(b) (6)

Lt. USN

S. J. ROSEN

ENCLOSURE (1)

PART 1 - GENERAL

1. AIRCRAFT ACCIDENT BOARD CONVENED BY: VF-121	2. DATE OF ACCIDENT TIME 22 Sept 1958 1125T	3. AAR SERIAL NO. 6-58
4. TO: CHIEF OF NAVAL OPERATIONS (Op-57)	5. ENCLOSURES: (1) SEE ATTACHED LIST (2) (PAGE 4) FOR ENCLOSURES	
6. VIA: (1) COMMANDER, CARRIER AIR GROUP 12 (2) COMMANDER NAVAL AIR FORCE, PACIFIC FLEET (3) CHIEF, BUREAU OF AERONAUTICS (4) DIRECTOR, U.S. NAVAL AVIATION SAFETY CENTER (5) CENTER (6) (7) (8) (9) (LAST) DIRECTOR, U.S. NAV. AV. SAFETY CENTER		

7. REPORTING CUSTODIAN (If different than item number 1) VF-121 DET ALFA	8. ACTIVE/OPERATING AIRCRAFT (If different than item 7) 11. LOCATION OF ACCIDENT 33 miles, 265° N. from NAS 12. ELEV. ABOVE SEA LEVEL 2800 feet
9. KIND OF FLT. 16. TIME OF DAY 1A2 <input type="checkbox"/> DAWN <input checked="" type="checkbox"/> DAY <input type="checkbox"/> DUSK <input type="checkbox"/> NIGHT	13. CLEARED FROM NAS North Island TO NAS North Island
10. PLACE OF LAST TAKE-OFF NAS North Island	

10. TYPE CLEARANCE: <input type="checkbox"/> IFR <input type="checkbox"/> VFR <input checked="" type="checkbox"/> LOCAL <input checked="" type="checkbox"/> OPERATIONAL <input type="checkbox"/> AIRWAYS <input type="checkbox"/> DIRECT <input type="checkbox"/> OTHER, Specify	16. TIME IN FLT. 17. TYPE ACCIDENT 1-25 G 6 (Abandoned Aircraft)	18. PHASE OF FLIGHT 4 (In Flight)
19. MODEL TV-2	20. SERIAL NO. 136834	21. DAMAGE TO AIRCRAFT <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D
22. DOL. COST \$148,000		23. AIRSPEED (Kts) Estimated 200 Kts At
24. A/C WT. 11,747 lbs		

1. PERSONNEL PILOT/PERSONNEL CONTROLS PILOT GONZALEZ, Alfred H.	2. NAME (last, first and middle initial) GONZALEZ, Alfred H.	3. GRADE LTJG	4. DATE 1310	5. DATE 4 APR 55	6. DATE 1310	7. DATE 23 AUG 50
CO-PILOT QUITEBY, Herman C.	QUITEBY, Herman C.	LT	1310	23 AUG 50		

8. PER-SONNEL PILOT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	9. OPERATIONAL FLT. TRAINER AVAILABLE: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO USED: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	10. UNIT TO WHICH ATTACHED VF-121 DET ALFA	11. TYPE INSTRUMENT CARD <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL
CO-PILOT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	CO-PILOT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	CO-PILOT COMNAVAIRPAC	<input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL

ITEM	PILOT	POST	DATE	ITEM	PILOT	POST	DATE
ALL MODELS	1578		1790	CV LANDINGS DAY/NIGHT	114/52		12/0
ALL MODELS IN LAST 12 MOS.	408		95	FCLP LANDINGS DAY/NIGHT	302/115		79/0
ALL MODELS IN LAST 3 MOS.	117		25	INSTRUMENT HOURS, LAST 3 MONTHS	6.8		8.2
ALL SERIES THIS MODEL	183		19	NIGHT HOURS, LAST 3 MOS.	6.1		0
ALL SERIES THIS MODEL, LAST 12 MONTHS	183		19	(for accidents only) TOTAL JET PILOT HOURS	192		260
ALL SERIES THIS MODEL, LAST 3 MONTHS	73		11	DATE LAST FLIGHT, ALL SERIES THIS MODEL	9-19-58		9-19-58
				DATE LAST FLIGHT, ALL SERIES THIS MODEL	2-1-59		2-1-59

NAME (last, first and middle initial) GONZALEZ, Alfred H.	GRADE LTJG	POST 522657	DATE VF-121 DET ALFA	NAME (last, first and middle initial) QUITEBY, Herman C.	GRADE LT	POST 507822	DATE COMNAVAIRPAC

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

1. CEILING CLEAR	2. VISIBILITY 20	3. WIND DIRECTION NOT APPLICABLE	4. TEMPERATURE NA	5. DEW POINT NA	6. ALTITUDE NA
---------------------	---------------------	-------------------------------------	----------------------	--------------------	-------------------

7. OTHER WEATHER CONDITIONS (winds aloft, icing levels, state of sea, etc., if pertinent to accident)

NOT APPLICABLE

ITEM

ITEM

ITEM

CONTINUED

(b) (5)

FOR ACCIDENTS ABOARD DEPLOYED CARRIERS (Continued)

1. DATE DEPLOYED	2. DAY-HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY-HOURS/LANDINGS LOGGED LAST 30 DAYS
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	5. NIGHT-HOURS/LANDINGS LOGGED SINCE DEPLOYED	6. NIGHT-HOURS/LANDINGS LOGGED LAST 30 DAYS

PART II - MAINTENANCE MATERIAL AND FACILITIES DATA

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HRS. SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
6 APR 54	2	16	1	678.4	1779.1	MAJOR	16.5	70
ENGINE MODEL		SERIAL NO. OF ENGINE						
6 DEC 51	J-33A20	079738	1	753.8	928.9	MAJOR	16.5	70

8. DID FIRE OCCUR? ☐ BEFORE ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR

9. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☒ NO

10. CHECK IF APPLICABLE ☒ AMP FUR SERIAL 477

11. SUSPECTED FUEL CONTROL FAILURE
CHECK BELOW ITEMS PRESENT IN THIS ACCIDENT

- a. ☐ AIRCRAFT DESIGN
- b. ☒ AIRCRAFT EQUIPMENT
- c. ☐ MAINTENANCE
- d. ☒ UNDETERMINED
- e. ☐ TECHNICAL INSTRUCTION
- f. ☐ OTHER, Specify _____
- g. ☐ SURFACE FACILITIES
- h. ☐ HUMAN ENGINEERING (e.g. cockpit configurations)

12. ALTITUDE AT MALFUNCTION 20,000	13. AIRSPEED (kts) 220 Kts	14. TEMPERATURE (MAX) 1000° (MAX)	15. INERTIAL 11,507	16. C.A.N. (MAX) 26.7%	17. KIND OF FUEL JP-4	18. ENGINE FAILURE NORMAL
---------------------------------------	-------------------------------	--------------------------------------	------------------------	---------------------------	--------------------------	------------------------------

19. EVIDENCE OF FUEL CONTAMINATION
NONE

20. CAUSE OF ENGINE FAILURE OR FLAMEOUT
SUSPECTED FUEL CONTROL FAILURE

21. FUEL CONTROL REGULATOR/CARBURETOR (last Tour and Ser. nos., give time above N. EXTERNAL STORES ABOARD A/C)
F3H B2915-344-0046 NUPH SER 167444 (173 lbs.)

NONE

(if additional space is necessary, attach additional sheet(s))

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 8700-1

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

- | | | |
|---|--|--|
| a. <input type="checkbox"/> CLEARANCE AUTHORITY | k. <input type="checkbox"/> RUNWAY | s. <input type="checkbox"/> EMERGENCY ARRESTING GEAR (Runway) |
| b. <input type="checkbox"/> FLIGHT PLANNING INFORMATION SOURCE | l. <input type="checkbox"/> WATER LANDING AREA | p. <input type="checkbox"/> AIRCRAFT SERVICING, HANDLING & DIRECTING (Field or Ship) |
| c. <input type="checkbox"/> LANDING AIDS (CCA, CCA, ILS, etc.) | m. <input type="checkbox"/> APPROACH ZONE | q. <input type="checkbox"/> CRASH AND RESCUE |
| d. <input type="checkbox"/> TRAFFIC CONTROL TOWER (Field or Ship) | n. <input type="checkbox"/> END ZONE | r. <input checked="" type="checkbox"/> SEARCH AND RESCUE |
| e. <input type="checkbox"/> APPROACH AND ENROUTE AIDS TO NAVIGATION | o. <input type="checkbox"/> SHOULDERS | s. <input type="checkbox"/> CATAPULT |
| f. <input type="checkbox"/> RUNWAY WATCH | p. <input type="checkbox"/> TAXIWAY | t. <input type="checkbox"/> ARRESTING GEAR (Carrier) |
| g. <input type="checkbox"/> LANDING SIGNAL OFFICER | q. <input type="checkbox"/> PARKING AREA | u. <input type="checkbox"/> BARRIER OR BARRICADE (Field or Ship) |
| h. <input type="checkbox"/> OTHER, Specify _____ | | v. <input type="checkbox"/> FLIGHT DECK |

- a. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR ☐ PRESSURE SETTINGS ☐ WIND OVER DECK ☐ RELATIVE HEADWIND ☐ APPROACH SPEED (KPH-15)
- b. MARK NUMBER'S, MODEL NO. c. LOCATION ON SHIP d. LAUNCHING BRIDLE AND CONFIGURATION USED
- e. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

f. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT, OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELLS, IN-38 AND OTHER EXTENDABLE COMPONENTS NEED NOT BE REPORTED.

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS		ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
			CONSTANT PRESSURE	CONSTANT RUNOUT (WT. LBS.)		
			DONE (P.S.I.)	RATIO		
DECK PENDANT						
DECK PENDANT						
BARRIER						
BARRIER						
BARRICADE						

- PART III - REMARKS (continue on separate pages if necessary)
1. NONE
2. NONE
3. AIR COPIES TO:
(1) NAVY, PUGH (2) (AIR MAIL) DIRECT
(3) BULLER DIRECT
(4) CINCPACFLT DIRECT
(5) BLR HURBLANE DIRECT
(6) NAVY FLT SAF LIAISON OFFICER, DIRECTORATE OF FLT SAF RISE, BOSTON AFB DIRECT
(7) COMNAV, WPAFB DIRECT
8. GONZALEZ and QUITMEYER had not received any GFT or GPT time in this aircraft. GONZALEZ had completed a ground and flight check out course on 6 May 1958.
9. FOR ALLISON, INDIANAPOLIS (10) CVG-12
11. B-11-C-ND, EE CENTRO, CAL.
12. B-11-C-ND (48-5)

PART IV - SIGNATURES (INDICATE DATE SUBMITTED TO C. 1) 8 OCT 1958

(b) (6)

PART V. THE ACCIDENT

At 0952 on 22 September 1958, TV-2 BuNo 136834 (Voice Call: Cherry Coke 185) departed on a VF-121 Detachment Alfa scheduled instrument training flight from NAS North Island, San Diego, California. The front cockpit was occupied by LTJG Alfred H. GONZALEZ, the pilot and instructor. The rear cockpit was occupied by LT Herman C. QUIETER, the student.

For approximately one hour and fifteen minutes the flight proceeded according to plan and there was no malfunction noted regarding the operation of the aircraft.

The pilot had just given the student two unusual attitude situations (from which he recovered successfully) when the pilot heard a loud rumble from the engine. At this time the pilot noted the tailpipe temperature gauge against the stop at 1000° C+ and the RPM indicating approximately 105%. The pilot retarded the throttle and the RPM stabilized at 86% until the exhaust temperature readings were within the green range (275° - 715° C). The position of the aircraft at this time was approximately 30 miles west of NAS Miramar at 20,000 feet. Because NAS North Island, NAS Miramar and NAS Brown Field were covered by an overcast, the pilot elected to proceed to NAS El Centro, about 105 miles to the east.

Approximately eleven minutes after the pilot received the first indication of engine malfunction a second and third high-temperature, high-RPM, loud-rumble were experienced and the engine was shut down by the pilot.

The aircraft was glided to approximately 10,000 feet in an easterly direction at which time both pilots successfully ejected from the aircraft. chute openings were normal and both pilots landed in desert terrain with only minor scratches. The aircraft crashed and burned near the peak of a 2,900' mountain, 33 nautical miles west of NAS El Centro.

The pilots were rescued thirty minutes after the ejection by a helicopter from NAS El Centro.

PART VI. DAMAGE TO AIRCRAFT

The aircraft sustained Category I strike damage as a result of the accident.

On the first impact with the ground the left wing tip and tank tore away starting a fire which eventually consumed the entire aircraft. The next impact was approximately 150 feet, 240° from initial impact when the aircraft apparently exploded, with bits of the instrument panels, engine accessories, main landing gear bits and pieces strewn over a circle of 250 feet in diameter. The wreckage bounced another 150 feet before the remains of the tail and engine reached their final resting place. Bits and pieces of the nose section, LH/LRC-27, wing fuel filler caps, gun access doors, etc., were found approximately 500 feet from the point of initial impact.

The engine, although relatively intact, had the accessory section missing completely. Approximately half the combustion chambers were crushed or missing. The turbine nozzle area did not appear extensively damaged and there were no holes in the casing to indicate possible turbine blade failure.

Impact speed in excess of 200 knots is estimated. The angle of impact was approximately ten degrees nose down with the left wing low.

PART VII: THE INVESTIGATION

(b) (5)



(b) (5)



(b) (5)



(b) (5)

PART VIII: THE ANALYSIS

(b) (5)



(b) (5)

(b) (5)

18

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PART IX: CONTENTS AND RECOMMENDATIONS

(b) (5)



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ENCLOSURES

1A. Pilot's statement	TAB A
1B. Dual Pilot's statement	
1C. Plane Captain's statement	
WITNESS STATEMENTS:	TAB B
2A. NAS Miramar RATOC report	
2B. SAR Pilot's statement	
3A. DIR on fuel Control	TAB C
3B. Power Plant's Leading CPO statement	
3C. Maintenance Officer's statement	
4. Photographs (A through E)	TAB D
5. Medical report (original only)	TAB E
6. Aerological report	TAB F

All statements withheld
under exemption (b)(5).

1. REPORTING ACTIVITY NAS HI SD		2. REPORT SERIAL 94		3. DATE OF TROUBLE 9/25/58		4. BLOOD CATEGORY (Enter number in space at right) 1. MANT 2. PASS 3. PLAW 4. HART 5. WATS 6. NATRA 7. RAB 8. BAR 9. OTHER	
5. ITEM IDENTIFICATION R-2915-344-0046-NBPO		6. REPORT TYPE HD		7. ITEM NOMENCLATURE Control Assembly TJ-43		8. AIRCRAFT MODEL TV-2	
9. TIME (DDMM) 172.7		10. OPERATING BASE North Island		11. CONTRACT NUMBER		12. BUNO 136834	
13. HOW TROUBLE NOTICED		14. WHAT IS PART CONDITION		15. CAUSE OF TROUBLE		16. CIRCUMSTANCES (When)	
1. IMPROPERATIVE 2. INTERFER. BINDING 3. EXCESS VIBRATION 4. UNSTABLE/VIBRING 5. LEAKAGE 6. RPM OUT OF RANGE 7. TEMP. OUT OF LMT 8. PRESS. OUT OF LMT 9. TROUBLE SHOOTING 10. PREVENTIVE MAINT 11. OTHER 12. NOT REMOVED-UNSAT (Specify)		1. CHAFED 2. BROKEN 3. CRACKED 4. DISTORTED 5. SCORED 6. EXCESSIVE WEAR 7. DISCOLORED 8. CORRODED 9. CANNOT DETERMINE 10. OTHER (Specify)		1. DESIGN DEFICIENCY 2. GP. TECH./ADJ. 3. NORMAL USE 4. FAULTY MFG/INSPCT 5. DEFICIENT MAINT/D.K. 6. DAMAGED ON RECPY. 7. WEATHER CONDITION 8. FLUID CONTAMINATION 9. FOREIGN OBJ/CORSET 10. OTHER PARTS 11. FAULTY PRESENT 12. INVESTIGATED/OTHER (Specify)		1. FOLLOW-UP REPORT 2. HIGH TIME REMOVAL 3. MISSION ABORTED 4. SANDY/DUSTY 5. ARCTIC 6. TROPIC 7. ARID 8. FLIGHT OPS 9. GROUND OPS/TEST 10. MAINTENANCE 11. PRIOR PART INSTALL	
17. DISPOSITION OF FAILED PART (If not checked, all returned)		18. RETURNED TO SUPPLY		19. REPAIRED/REINSTALLED		20. SURVIVED (See, Missing, or Damaged)	
21. HOLDING IN DAYS (Specify date of return to supply)		22. RELEASED FOR PRIORITY INVEST (Name of DFR)		23. TO CONTRACTOR (Name of contractor)		24. VIA (Signature of contractor's chief rep.) (Date)	
25. STATEMENT OF TROUBLE/COMBATIVE ACTION (Check box only when publication in FIRM Report Form is desired)		26. EMPLOYED APPROVAL (Initial submission, date, number, and photograph, as appropriate)		27. REPORT IS		28. SIGNATURE	
29. FAILURE, UNSATISFACTORY OR REMOVAL REPORT (Specify date, time, and place)		30. SIGNATURE		31. DATE		32. DATE	

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C72227

ENCLOSURE 3.0

FUR
(Mail to FIRM Control)

INCIDENT REPORT

TO: **Commander**
Military Flight Service
1902 AACS Squadron
Hamilton Air Force Base, Calif.

FROM: **Chief Controller**
Miramar Radar Air Traffic Control Center
San Diego 45, Calif.

The following is a description of an incident which affected the operation of this Airways Operations Facility. It is forwarded to acquaint you with the particulars of the incident, and it is requested that it be immediately brought to the attention of the pilot or other individual(s) involved. It is hoped that a review of these facts will result in recommendations which will prevent recurrence of incidents of this type. No reply is required; however, if desired, the undersigned will be glad to answer any questions at your convenience. Any action which you can take to assist the Airways Operations Division to provide more efficient service will be appreciated.

TYPE OF INCIDENT		TIME OF INCIDENT		INCIDENT NO.
<input checked="" type="checkbox"/> PRIMARY	<input type="checkbox"/> SECONDARY	DATE Sept. 22, 1958	<input checked="" type="checkbox"/> DAY <input type="checkbox"/> NIGHT	302 - RAPOC- 4
AGENCY AIRCRAFT IDENTIFICATION				
Cherry Coke 185 (Navy 136834) TV2				
NAME(S) OF PERSONNEL OR PILOT				
A. H. Gonzales, VF-121, NAS North Island				
SUMMARY OF INCIDENT				
221653Z Cherry Coke 185 a TV2 departed NAS North Island on a local VFR flight plan.				
221818Z Miramar RAPOC intercepted a call from Cherry Coke 185 that he had a flaresuit and was in the vicinity ART radar. Upon inquiry from RAPOC, Cherry Coke 185 advised he could use assistance and wished to proceed to El Centro.				
221819Z Aircraft radar identified at 083° 43 miles from NAS Miramar. Pilot was advised of his position which was over Anderson radar, and given a steer to El Centro.				
221819Z Coast Guard, NAS Miramar Operations, and Los Angeles Center notified.				
221821Z Cherry Coke 185 advised RAPOC: "Unable to make El Centro, going over the side now." Pilot was given position - 074° 47 miles from NAS Miramar. Aircraft disappeared from radar scope at 074° 49 miles.				
221823Z-1900Z RAPOC assisted various rescue aircraft to bailout area.				
221853Z Helicopter from El Centro sighted wreckage of aircraft. Aircraft demolished. No apparent damage to property or persons on the ground.				
221855Z A flare was sighted.				
221917Z Both pilots were picked up by the El Centro helicopter. Pilots sustained only slight injuries.				
Weather - Miramar - 1800Z Ceiling measured 1,500 overcast, visibility five miles, haze, temperature 67, dew point 59, wind South four, altimeter setting 2977, visibility north, three miles.				
1830Z Ceiling measured 1,500 overcast, visibility five miles, haze, temperature 68, dew point 59, wind south four, altimeter setting 2980.				
1900Z Ceiling measured 1,500 overcast, visibility five miles, haze, temperature 68, dew point 59, wind south three, altimeter setting 2979.				
El Centro - 1800Z - Clear, visibility twenty miles, temperature 75, dew point 76, wind southeast ten, few cumulus clouds.				
1900Z Clear, visibility twenty miles, temperature 78, dew point 67, wind southeast five, few cumulus clouds.				

REMARKS

cut 4-520
 1A-520
 VF-121, Detachment Alfa, North Island

32

ATTACHMENTS

FORWARDED

DATE

SIGNATURE OF FACILITY CHIEF

9/22/58

J. H. LARSEN

ENCLOSURE (2A)

SDB:ebw

7031

NAS HI SD PRIORITY DIR NO. 94

1. VF-121 DET "A" Work Request No. 26-58 of 23 September 1958 requested an immediate DIR test on fuel control removed from crashed TV-2 aircraft, BuNo. 136834 and VF-121 DET "A" AMFFUR serial No. 477 of 23 September 1958 indicates engine failure due to engine R.P.M. and tail pipe temperature out of limits.

2. The following is the result of the fuel control investigation:

a. Three parts of the fuel control assembly were received, namely, the cut-off valve assembly, P/N 116886, the governor valve assembly, P/N 185034, and the regulator valve cover, P/N 116998. These parts were installed in their proper places, in the portion of the broken and mutilated section of the fuel control as received. Due to extensive impact damage to these parts no flow testing was attempted.

b. Disassembly inspection of the parts received did not reveal any discrepancy nor indication of malfunctioning.

3. It is concluded that the fuel control parts received did not contribute to the engine failure.

Copy to:

NATSF, PH/LA

HUASR (MA-4)

HUASR (VF-2)

VF-121 DET "A"

Allison Representative

40TH INTCATB

(b) (6)

ICDR USN
MAINTENANCE OFFICER

29

ENCLOSURE (3A)

FIRST TOWER CONTROL
NAS SAN DIEGO, CALIF.

CRASH OR FIRE REPORT

DATE 22 SEPT 1958

TIME 1000 N 1800Z

PLACE NAAS EL CENTRO (NKC)

WIND DIRECTION ESE VELOCITY KNOTS 9

GUSTS KNOTS

COURSE PAIR

TEMPERATURE 93 DEGREES FAHRENHEIT

DEW POINT 73 DEGREES FAHRENHEIT

HUMIDITY 54 PER CENT

WEATHER NONE

CEILING UNLIMITED

VISIBILITY 20 MILES

STATION PRESSURE 29.626 INCHES

ALTIMETER NONE REPORTED

REMARKS 0.0 of LOW CUMULUS TYPE CLOUDS. PAST 24 HR MIN TEMP 77 DEGREES.

OBSERVER NAME NOT AVAILABLE

RATE

AT THE TIME OF THIS REPORT THE SAN DIEGO AREA WAS OVERCAST WITH THICK STRATUS CLOUDS.

/s/ T. P. MULLINS, JR., LCDR
(signature, Rank/Rate)

AUTHENTICATED:

(b) (6)

FLIGHT TRAINING OFFICER

ENCLOSURE (6)

FIGHTER SQUADRON ONE TWENTY ONE
U.S. NAVAL AIR STATION
MIRAMAR 45, CALIFORNIA

VF121/WNR:rh
3040
Ser: 2
5 January 1959

TO: Chief of Naval Operations (Op-57)

TV-2 136834

1/22/58

SPEED LETTER

Subj: VF-121 AAR Ser 6-58

Ref: (a) COMNAVAIRPAC End ser 80/12725 of 13 Nov 1958

1. No separate legal investigation was conducted in connection with
VF-121 AAR Ser 6-58.


J. M. THOMAS

Copy to:

COMCARAIGRU TWELVE
COMNAVAIRPAC
CHIEF, BUAER
COMNAVSAPCEN (3 copies)
CINCPACFLT

BAR BURBANK

BAR COLUMBUS

NPU EL CENTRO, CALIF.

BUORD (Ma-5)

NAVY FLT SAF LIAISON OFFICER, Directorate of FltSaf
Research, Norton AFB

ORIGINAL

FIGHTER SQUADRON ONE TWENTY ONE
U.S. NAVAL AIR STATION
MIRANAR 45, CALIFORNIA

TV-2
136834
9/22/58
Sengler
VF121/WNR:rh
A25
Ser 1200
24 December 1958

ORIGINAL

From: Commanding Officer
To: Chief of Naval Operations

Subj: VF-121 AAR 6-58; addendum to

Ref: (a) COMCARAIRGRU TWELVE ltr 71/500 of 27 Oct 1958

Encl: (1) CO, VF-121 ltr ser 1111 of 3 Dec 1958.

1. In accordance with reference (a), a further investigation was held and the following information is forwarded as enclosure (1).

J. M. Thomas
J. M. THOMAS

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COMCARAIRGRU TWELVE
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CINCPACFLT
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BARCOLUMBUS
NPU EL CENTRO, CALIF.
BUORD (Ma-5)

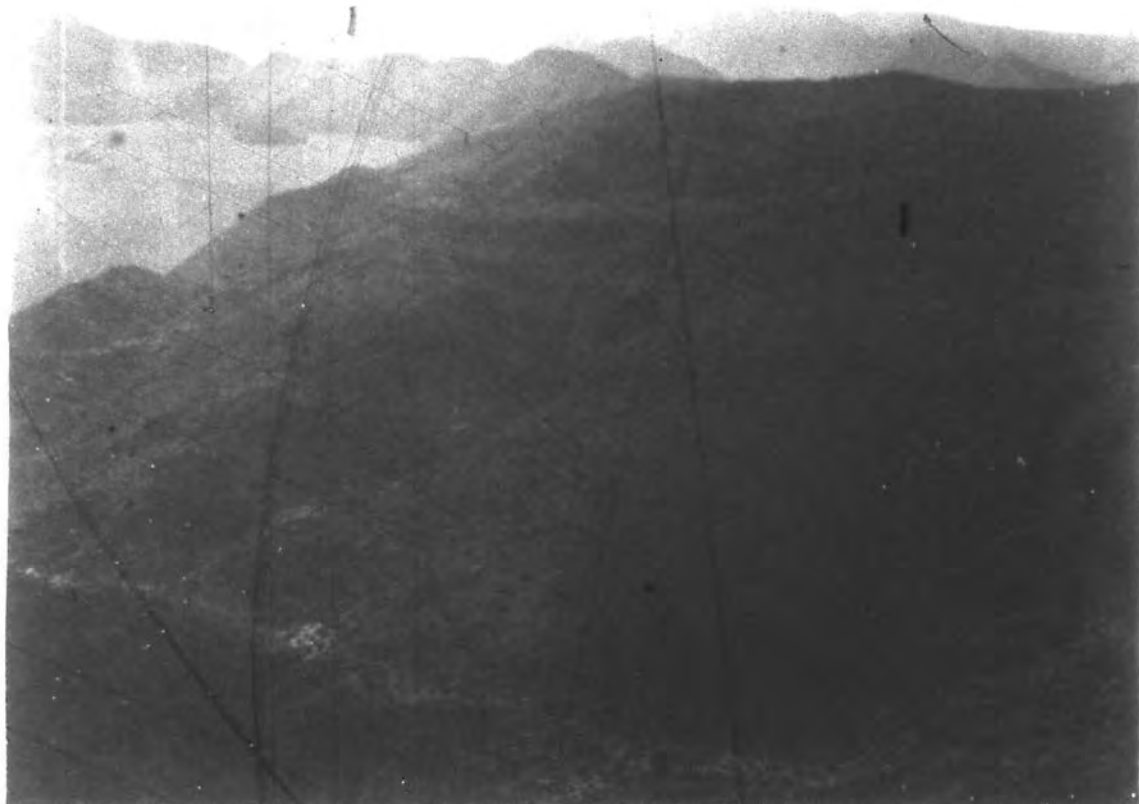
NAVY FLT SAF LIAISON OFFICER, Directorate of FltSaf
Research, Norton AFB



RECEIVED
NAVY DEPARTMENT
NAVY CENTRAL MAIL
29 DEC 1958

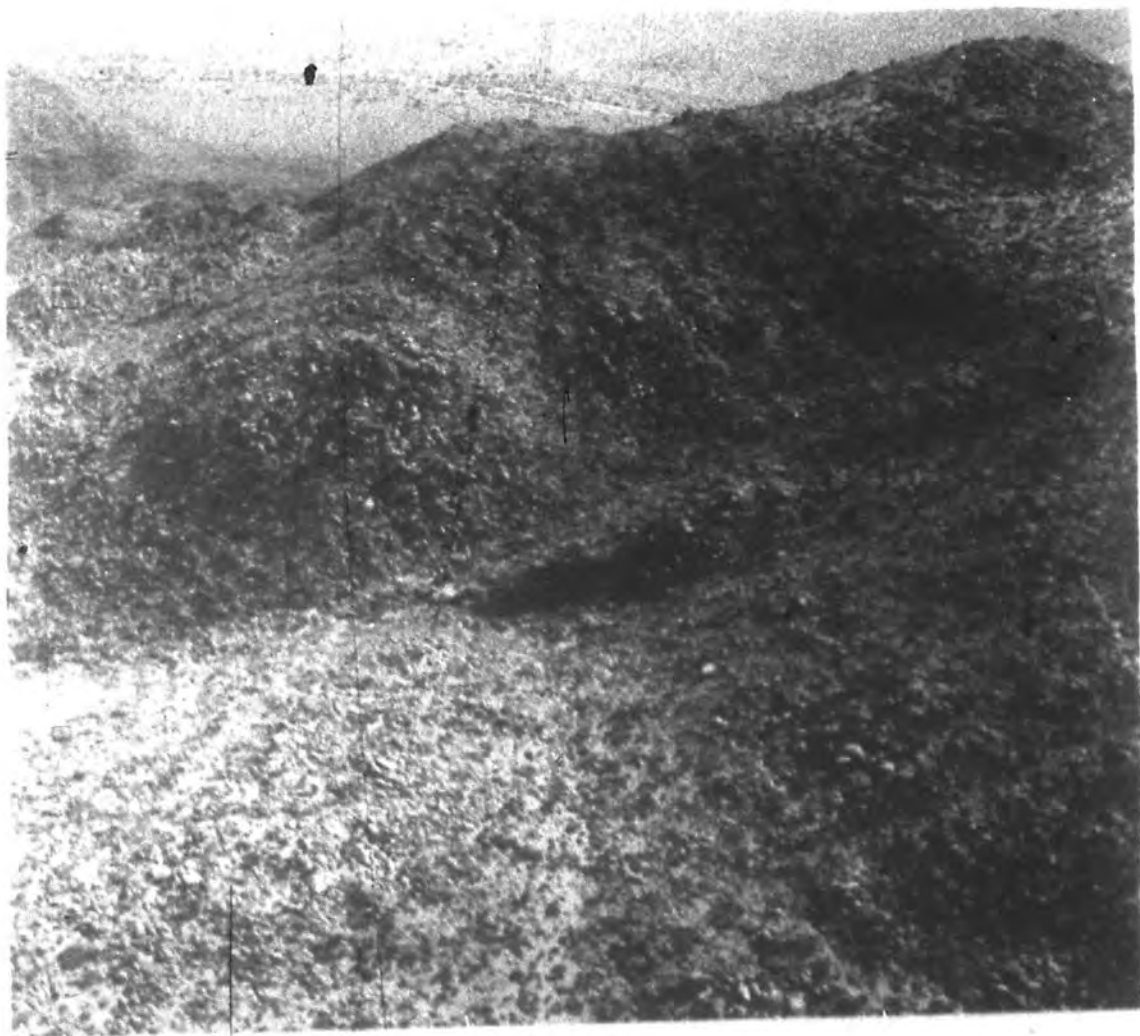


ORIGINAL

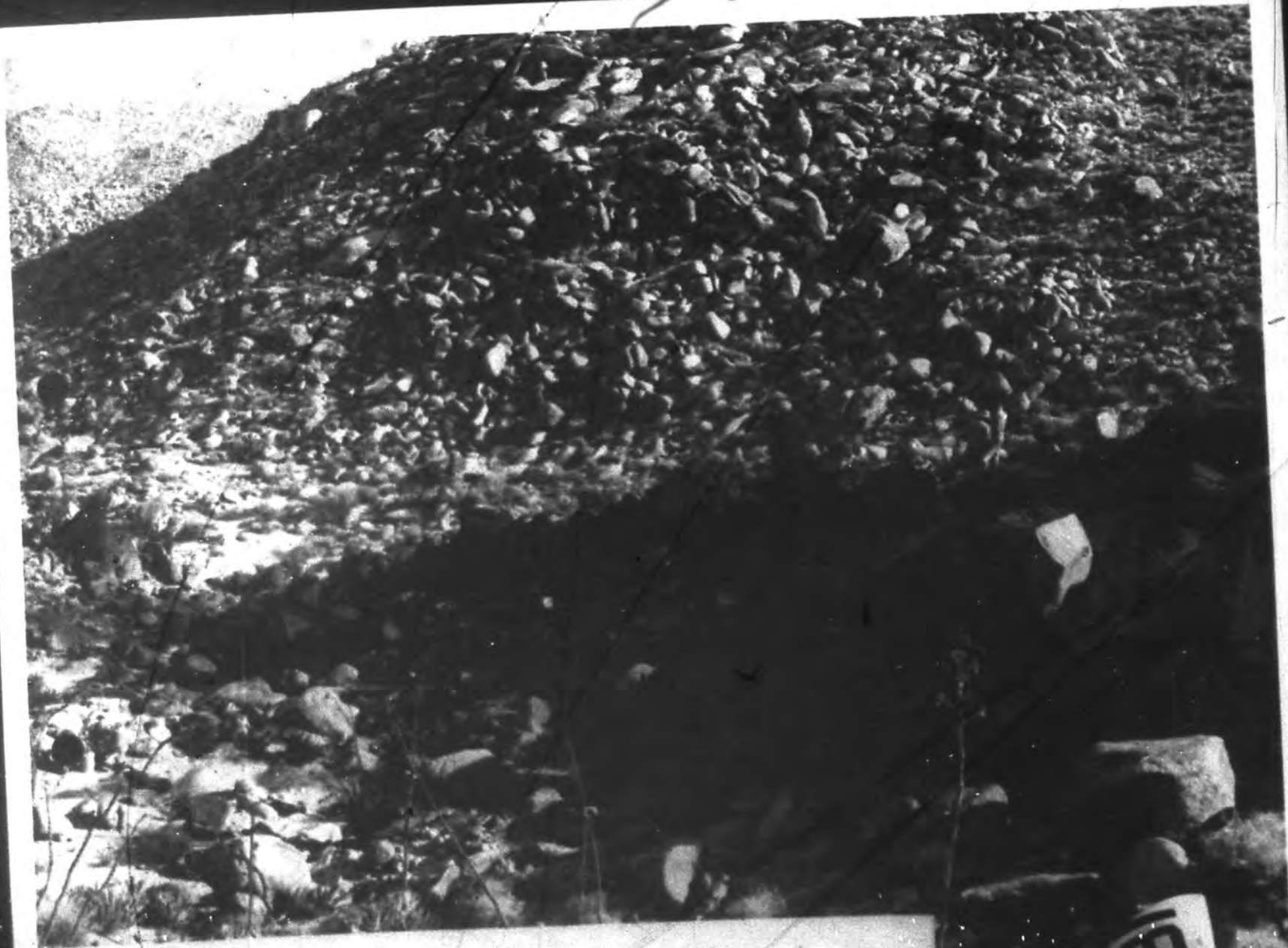


ENCLOSURE 4A VF-121 AAR 6-58

POINT OF IMPACT. Heading of Aircraft upon impact, approximately 240°.

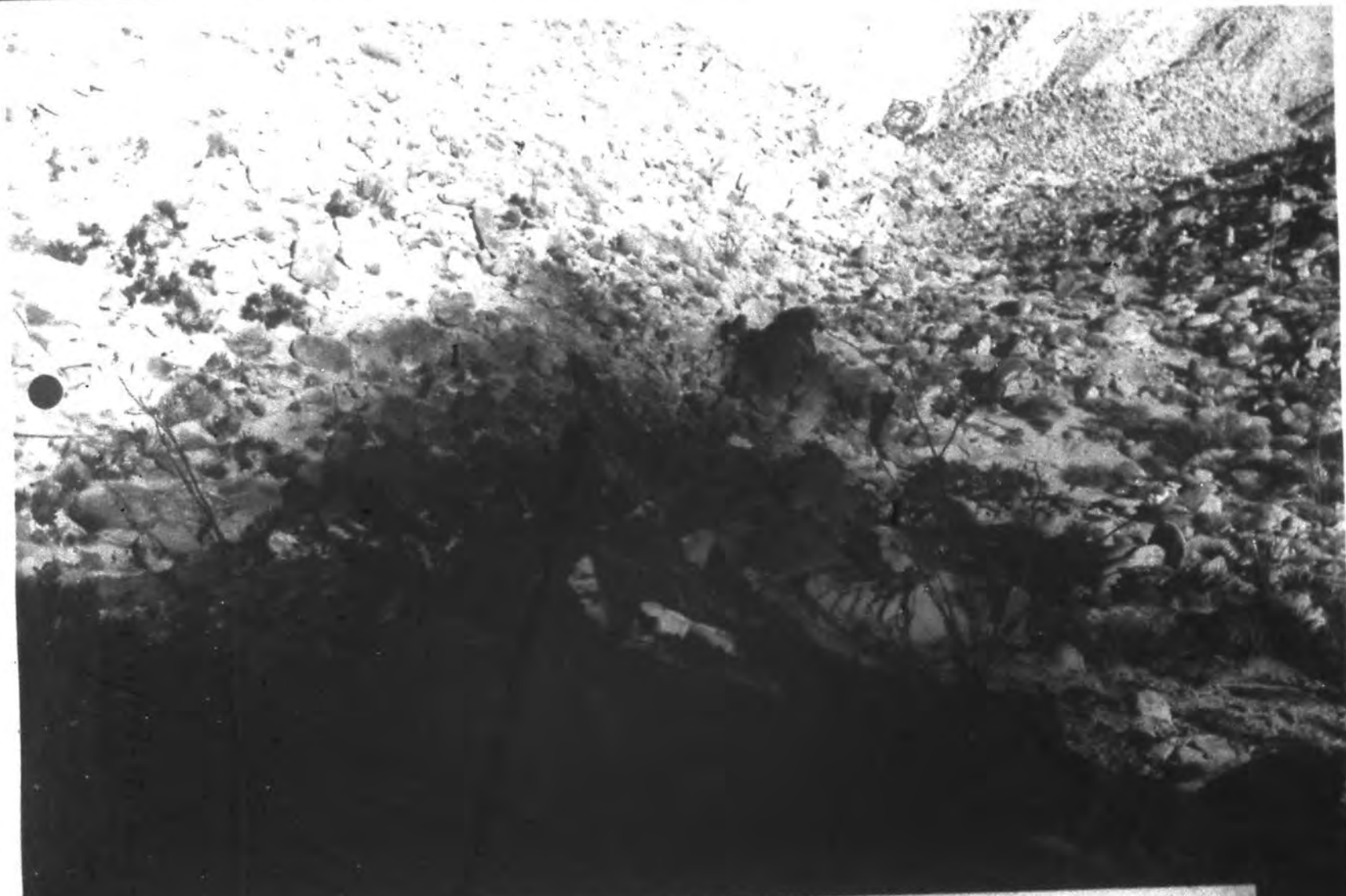


ENCLOSURE 4B VF-121 AAR 6-58
CLOSE UP AERIAL PHOTO OF CRASH SCENE. Initial impact to the left of
burned area. Fire result of impact.



ENCLOSURE 10 VF-121 AAR 6-58

IMPACT AREA OF CRASH. Note initial impact to the left, empennage and final position right center, clamshell nose section door in foreground.



ENCLOSURE 14D VF-121 AAR 6-58
INDICATES LINE OF FLIGHT. Note initial point of impact directly behind
wreckage left tip tank torn off at this point.



ENCLOSURE 4E VF-121 AAR 6-58

AIRCRAFT WRECKAGE. Note absence of wings, accessory section, severe fire and crash damage to engine, and crumpled tail pipe.

The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)(6) of the
FOIA.